Amendments to the Specification:

Please replace the paragraph beginning at page 1, line 28 with the following rewritten paragraph:

--Injury resulting from rapid deceleration is conventionally counteracted by way of safety belts as worn by the occupants of the seats. A very useful recent development is the fitting of rapidly inflatable bags to ~~especially~~ specialty cars to rapidly form a cushion between the occupant of a front seat and car equipment such as the steering wheel in case of an accident. While the equipment described contributes substantially to reducing the possibility of bodily injury further equipment that can independently or in supplementing the already known equipment contribute to reducing bodily injury can only make a contribution to safeguard driving conditions.--

Please replace the paragraph beginning at page 4, line 19 with the following rewritten paragraph:

--The rails 12 extend between legs 30 used for operatively bolting or otherwise securing the attachment 10 to the floor of a vehicle. Operative location of the attachment 10 involves its anchoring via conventional seat to vehicle body anchoring means. As shown in figures 3 and 4 the seat 14 is securely fitted via its base engaging support 32 providing the seat engaging base, to the runners 20. When the attachment 10 is used to supplement an existing vehicle seat the latter is thus simply released from ~~is~~ its anchoring location and fitted to the runners 20 via its support 32 once the attachment 10 is anchored via the conventional seat anchoring means to the vehicle.--

Please replace the paragraph beginning at page 5, line 20 with the following rewritten paragraph:

--Once a vehicle fitted with the adapted seat 14 us subjected to rapid deceleration, the seat 14, as appropriately occupied, is urged forward. A force is thus exerted on the positions of locking between the carrier arrangement 16 as carrying the occupied seat 16 and the rails 20, whether by way of the shear pin 18 or otherwise, depending on the locking configuration between the seat 14 and the rails 12. When this force exceeds a magnitude that has been pre-established the locking effect is broken resulting in the rapid forward movement of the carrier arrangement 16 and the seat assembly. In the case of figures 3 and 4 embodiments breaking of the locking effect between the carrier 16 and the rails 16 involves the shearing of the pins 18.--